

PHASE I PUBLIC OUTREACH MEETING SUMMARIES

Document Organization

This Appendix includes a summary of WSF's Long-Range Strategic Plan Phase One Public Outreach process and comments, as well as summaries from seven LRSP Phase One meetings. Each summary is designed to stand alone. They are organized in the following order:

1. Phase One Public Outreach Summary
2. South Sound: Southworth – June 7, 2005
3. North Sound: Coupeville – June 9, 2005
4. Central Sound: Bainbridge Island – June 14, 2005
5. Anacortes – June 16, 2005
6. San Juan Islands: Friday Harbor – June 16, 2005
7. Bremerton – June 27, 2005
8. Downtown Seattle – June 28, 2005
9. Vashon Island – June 29, 2005
10. Fauntleroy – June 29, 2005



PHASE ONE PUBLIC INVOLVEMENT PUBLIC MEETINGS SUMMARY

Outreach Approach and Goals

In June 2005, the Washington State Ferries (WSF) hosted nine public meetings throughout Puget Sound to discuss WSF's Long-Range Strategic Plan (LRSP). The meetings were part of the first of two public outreach phases concerning the Plan. The goal of these Phase One meetings was to discuss LRSP progress, key issues, strategic questions, and tradeoffs by service area as an input to the Draft Plan. In Phase Two, WSF will ask the public for comment on the Draft Plan.

Meetings

Five LRSP meetings were held with regularly scheduled Ferry Advisory Committee Meetings and the remaining four were held to supplement. The meetings were held through four weeks in June 2005:

South Sound

Southworth

June 7: 6-7 pm

North Sound

Coupeville

June 9: 6:30-8 pm

Central Sound

Bainbridge Island

June 14: 6:30-8 pm

Bremerton

June 27: 7-8:30 pm

San Juan Islands

Anacortes

June 16: 8-9:30 am

Friday Harbor

June 16: 2:30-5 pm

Downtown Seattle

June 28: 12-1 pm

Vashon Island

June 29: 6:30-8 pm

Fauntleroy

June 30: 6-7 pm

In total, 190 people attended Phase One public meetings. Attendance for each meeting was as follows: South Sound: 15; North Sound: 14; Central Sound: 37; Anacortes: 14; Friday Harbor: 31; Bremerton: 14; Downtown Seattle: 14; Vashon Island: 15; and Fauntleroy: 24, respectively.

Advertising

To advertise each meeting, advertisements were posted on each route and in each terminal, as well as on the WSF and LRSP websites. WSF also contacted stakeholders and the public via customer service and other email distribution lists. Each meeting was advertised in the following appropriate local papers:



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South Sound

- Port Orchard Independent
- Kitsap Sun

North Sound

- Coupeville Examiner
- Whidbey News Times
- Peninsula Daily News
- Port Townsend Leader
- South Whidbey Record

Central Sound

- Bainbridge Island Review
- Bainbridge Islander
- Kitsap Sun
- Bainbridge Island TV

San Juan Islands

- Islands Sounder
- Journal of the San Juans
- Anacortes American

Bremerton

- Port Orchard Independent
- Kitsap Sun
- Bremerton Patriot

Downtown Seattle

- Seattle Weekly
- Kitsap Sun
- Puget Sound Business Journal
- Daily Journal of Commerce
- West Seattle Herald

Vashon

- Vashon Beachcomber
- Puget Sound Business Journal
- Daily Journal of Commerce

Fauntleroy

- Seattle Weekly
- West Seattle Herald
- Puget Sound Business Journal
- Daily Journal of Commerce

Themes from the Public Comments

Throughout the Phase One meetings some common questions and priorities surfaced. They are summarized by topic below:

Landside Traffic. Throughout the Puget Sound communities, meeting participants expressed concern over the effect of increasing ferry ridership on landside traffic. According to participants, controlling ferry traffic is extremely important to local communities.

Plans and Timeline for Capital Improvements, Terminals and Vessels. Many participants reflected a strong interest in WSF's current capital improvement plans. Specifically, they were interested in any new boats and how new boats would affect the capacity of their routes. There were also a number of questions concerning the Colman Dock renovation, as well as other terminal projects, and how WSF was working with or around the proposed Alaskan Way Viaduct construction. Participants were curious about the timing for all capital improvements and how that affected LRSP implementation.

Intermodal Connections. Many meeting participants expressed an increasing desire to take advantage of Passenger-Only Ferry opportunities; however, most felt that transit connections were weak on either side of the ferry routes. Most complaints centered around increased total travel time because bus schedules are out of synch with ferry schedules or with the difficulty of transferring in general.

Fares. Across the Sound meeting participants expressed frustration with the current cost of fares, the rate at which they have increased, and nervousness about the rate at which they will increase in the future.

Comment Themes by Meeting

Participants at the **South Sound Corridor** meeting focused on the implications of shifting Southworth service from Fauntleroy to downtown Seattle. Riders were curious about the size boat, and the traffic implications. Meeting participants were also curious about possible operating cost changes and how that may affect future fares.

Comments at the **North Sound Corridor** meeting focused on vessel size and improvements and the effect on local terminals, as well as intermodal connections.

Issues surfaced at the **Central Sound Corridor** meeting focused on the LRSP process and timeline, general traffic concerns, and the model used to determine demand forecasts. Meeting participants were concerned the forecasts would be inaccurate because of recently increasing fuel prices.

Comments in the **San Juan Islands** focused on the modeling used to develop the LRSP and passenger input into the LRSP, specifically how WSF was working to meet customer needs.

Comments at the **Bremerton** meeting included: travel times between the Olympic Peninsula and downtown Seattle; projected growth and demand in Kitsap County, including the effect of a proposed NASCAR Speedway; passenger-only concerns; operating costs and fares; and the timing of terminal, vessel, and other capital improvements.

Comments at the **downtown Seattle** meeting focused on landside traffic issues on the islands, the Olympic Peninsula, and in downtown Seattle. Meeting participants showed concern that WSF was not communicating with the Washington Department of Transportation (WSDOT) effectively or at all. Other concerns about traffic transit included the impact of NASCAR possibly moving to the Olympic Peninsula and the connections with Metro bus service. Meeting participants also asked about terminal upgrades and issues at Colman Dock, Fauntleroy, and on Bainbridge Island. They expressed concern about loading patterns and capacity issues, as well as the overall feasibility of the projects.

Comments at the **Vashon** meeting focused on the implications of shifting ridership from Southworth to downtown Seattle. Initially many participants believed WSF wanted to send both Vashon and Southworth traffic to downtown Seattle, and participants later commended WSF for not moving Vashon service from Fauntleroy. Other concerns at the Vashon meeting included the rising cost of fares; the implications of repealing the gas tax approved by the Legislature; intermodal connections at Fauntleroy; and the changes in vessels for both the Vashon and Tahlequah routes.

The major concern at the **Fauntleroy** public meeting was landside issues surrounding the terminal. Comments ranged from WSF's role in traffic control to environmental and other landside impacts with proposed terminal improvements to all the possibilities for Vashon service. Meeting participants were also concerned with operating and capital costs of Fauntleroy ferry service.



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Meeting #1:

South Sound Ferry Advisory Committee Meeting

Port Orchard, Kitsap County

Tuesday June 7, 2005

6 – 7:30 pm

In June 2005, the Washington State Ferries (WSF) hosted nine public meetings to discuss WSF's Long-Range Strategic Plan (LRSP). The meetings were the first of two public outreach phases concerning the Plan. The goal of these Phase One meetings was to discuss LRSP progress, key issues, strategic questions, and tradeoffs by service area as an input to the Draft Plan. In Phase Two, WSF will ask the public for comment on the Draft Plan.

WSF hosted the first Phase One public meeting on June 7th at John Sedgwick Junior High School as part of the regularly scheduled South Sound Ferry Advisory Committee meeting. 15 members of the public attended.

The meeting was advertised on all the Fauntleroy ferry routes and in the applicable terminals as well as in the following local newspapers: the *Port Orchard Independent*, the *Kitsap Sun*, and the *Kitsap Sun's Neighbors* mailer. WSF also alerted the public through the customer service e-mail distribution list.

The Southworth meeting began with regular FAC presentations. After an initial period of public comment, Ray Deardorf, WSF Planning Director, presented LRSP information specific to the South Sound Corridor regarding growth in demand and capital improvement and service choices. At the conclusion of the presentation, the floor was opened to public comment and questions, which are listed below.

Comments in the South Sound Corridor focused on the implications of shifting Southworth service from Fauntleroy to downtown Seattle. Riders were interested in boat size and traffic implications. Meeting participants were also curious about possible operating cost changes and how that may affect future fares.

Public Questions and Comments

What percentage of riders from Fauntleroy will be going to Vashon?

The projected split among Fauntleroy riders is about 60% to Vashon and 40% to Southworth, by 2030.

The Vashon/Maury Island Community Council surveyed Vashon residents and found that, if service to Fauntleroy went to downtown Seattle instead, 18% would switch their route of choice to Pt. Defiance-Tahlequah. What vessel would be used on the Southworth-Vashon route?

The Hiyu.

How many hours will these routes run?

That depends on the preferred service alternatives.

You say adding a passenger-only service from Seattle to Southworth wouldn't reduce car traffic from Fauntleroy. That's pretty hard to take seriously.

POF and Passenger-vehicle services are two different markets there.

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But what will the price of gasoline will be in 2030? I suspect it will be very high.
We are unable to predict the price of gasoline.

I live near the Fauntleroy terminal. If any of you have driven the route from Fauntleroy up to downtown Seattle, you have noticed it is taking longer. There are a variety of changes coming that will only add to congestion, including Alaskan Way Viaduct construction and a possible new refuse collection site on Harbor Island that would add garbage truck traffic. So, while people used to say going direct to downtown Seattle by ferry would take too long compared to driving, that's no longer true. You seem to assume that population growth in Kitsap County will lead directly to more ferry traffic, but won't Kitsap growth lead to more jobs in Kitsap?

Yes, and our projections are based on a regional traffic model that does take employment projections into account.

Vashon Island should have a bridge built to the mainland. It receives an unfair amount of ferry service.
We're looking for solutions that work for both communities—Vashon as well as Southworth. A Southworth-downtown Seattle route would handle Kitsap growth better, and make the Fauntleroy terminal work better. It's a good use of the dollars we have, given limited financial resources.

Could the Vashon-Southworth shuttle ferry be extended to Fauntleroy?
We haven't looked at that. It probably would not be appropriate for that vessel, which is quite slow.

What vessel will service the Pt. Defiance-Tahlequah route?
Eventually the Evergreen State class vessel will be assigned to Tahlequah. That will supply enough capacity to meet growth in demand through 2030.

What would an increase in expenses, as seen in choice 1 over no change, do to fares?
Fares are set based on a system-wide target for cost recovery. WSF's next step is to look at all costs, operational and capital, through the whole system, looking at the financial implications of each service choice.

Will there be higher fares to go to downtown Seattle instead of Fauntleroy?
Most likely, it is a longer ferry ride.

What is the timeline for shifting service if WSF decides to send Southworth traffic to downtown Seattle?

Assuming that the Colman Dock is project finished – service would shift around 2012 or 2013.

Meeting #2:

North Sound Ferry Advisory Committee Meeting
Coupeville, Whidbey Island
Thursday June 9, 2005
6:30 - 8 pm

In June 2005, the Washington State Ferries (WSF) hosted nine public meetings to discuss WSF's Long-Range Strategic Plan (LRSP). The meetings were the first of two public outreach phases concerning the Plan. The goal of these Phase One meetings was to discuss LRSP progress, key issues, strategic questions, and tradeoffs by service area as an input to the Draft Plan. In Phase Two, WSF will

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ask the public for comment on the Draft Plan.

WSF hosted the second public meeting on June 9th at the Coupeville Fire Station as part of the regularly scheduled North Sound Ferry Advisory Committee meeting. Fourteen members of the public and press attended.

The meeting was advertised on the Whidbey Island ferry routes and in the terminals as well as in the following local newspapers: the *Coupeville Examiner*, the *Whidbey News Times*, the *Peninsula Daily News*, the *Port Townsend Leader* and the *South Whidbey Record*. WSF also alerted the public through its customer service e-mail distribution list.

The meeting began with regular FAC presentations. After an initial period of public comment, Ray Deardorf, WSF Planning Director, presented LRSP information specific to the North Sound Corridor regarding growth in demand and capital improvement and service choices. At the conclusion of the presentation, the floor was opened to public comment and questions which are summarized below.

Comments in the North Sound Corridor focused on vessel size and improvements and the effect on local terminals, as well as intermodal connections.

Public Questions and Comments

How big are the biggest boats?

The biggest boats are the Jumbo class vessels, with a X vehicle capacity, followed by the Issaquah class boats, with a X vehicle capacity.

Will you work on the harbor [in Mukilteo] before you decide on the vessel?

We will put a placeholder in the plan.

Couldn't you use an extra ferry in the summer for Mukilteo-Clinton?

Unfortunately, no, the terminal is vessel constrained.

How many boats will the Mukilteo terminal be able to hold?

Ideally, the terminal will hold two boats.

Comment: I like the intermodal connections at Mukilteo.

Will there be a temporary train station?

Don't know Sound Transit's schedule for capital improvements at the terminal.

Meeting #3:

Central Sound Ferry Advisory Committee Meeting

Bainbridge Island

Tuesday June 14, 2005

6:30 – 8 pm

In June 2005, the Washington State Ferries (WSF) hosted nine public meetings to discuss WSF's Long-Range Strategic Plan (LRSP). The meetings were the first of two public outreach phases

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concerning the Plan. The goal of these Phase One meetings was to discuss LRSP progress, key issues, strategic questions, and tradeoffs by service area as an input to the Draft Plan. In Phase Two, WSF will ask the public for comment on the Draft Plan.

WSF hosted the third public meeting on June 14th at the Bainbridge Commons as part of the regularly scheduled South Sound Ferry Advisory Committee meeting. Thirty-seven members of the public attended.

The meeting was advertised on all the Fauntleroy ferry routes and in the applicable terminals as well as in the following local newspapers: the *Kitsap Sun*, the *Bainbridge Island Review*, the *Bainbridge Islander*, as well as on the local public television channel, Bainbridge Island TV. WSF also alerted the public through the customer service e-mail distribution list.

The meeting began with regular FAC presentations. After an initial period of public comment, Ray Deardorf, WSF Planning Director, presented Central Sound Corridor-specific information regarding growth in demand and capital improvement and service choices. At the conclusion of the presentation, the floor was opened to public comment and questions, which are listed below.

Comments in the Central Sound Corridor meeting focused on the LRSP process and timeline, general traffic concerns, and the model used to determine demand forecasts. Meeting participants were concerned the forecasts would be inaccurate given recent fuel price increases.

Public Questions and Comments

What's your timeframe for the Plan?

Through June we will be attending meetings throughout the Sound and gathering comments. In July and August, we will develop the Draft Plan. In September through November you will get a chance to review and comment on the Draft Plan. Remember, the choices discussed tonight are not a proposal, but the Draft Plan will be a proposal. There will be a Final Plan by end of year.

Is most of the weekend traffic increase in vehicles?

Yes it is, primarily auto traffic but there is also a sizable passenger increase from vehicle passengers.

Comment: Kitsap Transit connections do not function well with the boats. For example, Husky and Mariner games get service, but on weekend evenings, there are no good connections. On the west side, we need a way to get home from the ferry without a car.

Fuel prices are high and ridership has been going down. Why do you expect increases in car traffic?

Traffic has been decreasing for the last several years; it has dropped since 1999 for many reasons, including: I-695 service cuts, fare increases, and the regional recession. Our models have forecasted that the ridership decrease will flatten out and ridership will start to grow again. The models are based on regional population projections. They predict growth in the Kitsap Peninsula because there is not much vacant land on the East side of Puget Sound relative to space on the Westside. Currently, ridership is down to 1995 traffic levels, however, we anticipate traffic picking up again. This pattern is not unprecedented: in 1987-1999 system ridership grew by 50%. In general, when population grows, travel demand grows.

But every country that produces oil knows it will come to an end.

Ridership projections are driven by population and employment forecasts. Americans are mobile



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people; that won't change. They're also creative, and will look for other ways to have mobility. WSF has piloted biodiesel fuel use, for example. Though the future is uncertain, we don't see ridership growth permanently decreasing.

Can we ask more questions electronically?

Yes, the LRSP website is:

http://www.wsdot.wa.gov/ferries/your_wsf/corporate_communications/LongRangePlan.htm

and the email address is: wsfplanning@wsdot.wa.gov.

Meeting #4:

Anacortes Ferry Advisory Committee Meeting

Anacortes

Thursday June 16, 2005

8 to 9:30 a.m.

In June 2005, the Washington State Ferries (WSF) hosted nine public meetings to discuss WSF's Long-Range Strategic Plan (LRSP). The meetings were the first of two public outreach phases concerning the Plan. The goal of these Phase One meetings was to discuss LRSP progress, key issues, strategic questions, and tradeoffs by service area as an input to the Draft Plan. In Phase Two, WSF will ask the public for comment on the Draft Plan.

WSF hosted the fourth public meeting on June 16 at the Flounder Bay Cafe as part of the regularly scheduled Anacortes Ferry Advisory Committee meeting. Fourteen members of the public and press attended.

The meeting was advertised on the San Juan Island ferry routes and in the terminals as well as in the following local newspapers: the *Island Sounder*, the *Journal of the San Juans*, and the *Anacortes American*. WSF also alerted the public through its customer service e-mail distribution list.

The meeting began with regular FAC presentations. After an initial period of public comment, Ray Deardorf, WSF Planning Director, presented LRSP information specific to the Anacortes and San Juan Island Corridor regarding growth in demand and capital improvement and service choices. At the conclusion of the presentation, the floor was opened to public comment and questions which are summarized below.

Comments in the Anacortes focused on the landside constraints, specifically traffic in Anacortes.

Public Questions and Comments

Is the San Juan Island shore side infrastructure constraints identified in the plan?

The Island lack the infrastructure to accommodate an increase in walk-on or vehicle passengers.

Oaks Avenue and 12th in Anacortes needs to be improved before the addition of a 6th boat.

Smaller boats more frequently to decrease dwell time

Would a 6th boat reduce time in Friday Harbor?

Consider reservations for other parts of the system.

Is the Hwy 20 Spur access part of the plan? Residents in the vicinity of the terminal need to look at a

ferry schedule to avoid the traffic leaving the boats.

Meeting #5:

San Juan Island Ferry Advisory Committee Meeting
Friday Harbor, San Juan Island
Thursday June 16, 2005
2:30 to 5 p.m.

In June 2005, the Washington State Ferries (WSF) hosted nine public meetings to discuss WSF's Long-Range Strategic Plan (LSRP). The meetings were the first of two public outreach phases concerning the Plan. The goal of these Phase One meetings was to discuss LRSP progress, key issues, strategic questions, and tradeoffs by service area as an input to the Draft Plan. In Phase Two, WSF will ask the public for comment on the Draft Plan.

WSF hosted the fifth public meeting on June 16 at the Mullis Community Center as part of the regularly scheduled San Juan Island Ferry Advisory Committee meeting. Thirty-one members of the public and press attended.

The meeting was advertised on the San Juan Island ferry routes and in the terminals as well as in the following local newspapers: the *Island Sounder*, the *Journal of the San Juans*, and the *Anacortes American*. WSF also alerted the public through its customer service e-mail distribution list.

The meeting began with regular FAC presentations. After an initial period of public comment, Ray Deardorf, WSF Planning Director, presented LSRP information specific to the San Juan Island Corridor regarding growth in demand and capital improvement and service choices. At the conclusion of the presentation, the floor was opened to public comment and questions which are summarized below.

Comments in the San Juan Islands focused on the modeling used to develop the LRSP and passenger input into the LRSP, specifically how WSF was working to meet customer needs.

Public Questions and Comments

What about commercial traffic in the LRSP?

Will residents' level of connectivity drive the plan?

Concerning the projected 70% increase in ridership - will that occur evenly at every island? Has WSF built that into their modeling?

When doing the LRSP, how does WSF know what residents need?

WSF conducts a survey to see what matters most to islanders.

Did WSF model the current hour long wait into its LRSP?

Did WSF consider passenger-only in its modeling?



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Meeting #6:

Bremerton

Monday June 27, 2005

7 – 8:30 pm

In June 2005, the Washington State Ferries (WSF) hosted nine public meetings to discuss WSF's Long-Range Strategic Plan (LRSP). The meetings were the first of two public outreach phases concerning the Plan. The goal of these Phase One meetings was to discuss LRSP progress, key issues, strategic questions, and tradeoffs by service area as an input to the Draft Plan. In Phase Two, WSF will ask the public for comment on the Draft Plan.

WSF hosted the sixth public meeting on June 27th at the Kitsap Conference Center. Thirteen members of the public and the press attended.

The meeting was advertised on the Bremerton and Bainbridge Island ferry routes and in the applicable terminals as well as in the following local newspapers: the *Kitsap Sun*, the *Port Orchard Independent*, and the *Bremerton Patriot*. WSF also alerted the public through the customer service e-mail distribution list.

The meeting began with a presentation Ray Deardorf, WSF Planning Director, concerning South and Central Sound Corridor specific information regarding growth in demand and capital improvement and service choices as they apply to Bremerton riders.

At the conclusion of the presentation, the floor was opened to public comment and questions, which are listed below.

Comments in Bremerton focused on a range of topics including: travel between the Olympic Peninsula and downtown Seattle; projected growth and demand in Kitsap County, including the effect of a possible NASCAR Speedway; passenger-only ferry concerns; operating costs and fares; and the timing of terminal, vessel, and other capital improvements.

Public Questions and Comments

How will the NASCAR Speedway impact long-range planning?

Weekends already have challenges, and there are emerging issues with weekend recreational traffic. We are still considering the NASCAR Speedway and its potential effects.

Would there be an ability to run extra boats for NASCAR events?

We haven't analyzed that yet.

With electronic ticketing upcoming, will that open up the possibility of weekend recreation reservations so people don't have such long waits in Edmonds and Kingston?

We would always need to allow part of all boats to be on a first-come first-served basis. Forays into a San Juan reservation system met with resistance by residents due to fear of booking agents snapping up all peak summer tickets, reducing resident's flexibility.

Is it possible to increase capacity for passengers beyond current projections?

We're exploring different ways to increase passenger capacity.

Can WSF purchase new vessels before 2010?

2010 or after is most likely.

When can WSF add a third boat to Bremerton?

We have to look at what kind of fleet we're going to have in 2030, and what needs to be replaced between now and then. So first, our plan must be built out to 2030. Then, we can work backwards to figure out how to take steps to achieve goals laid out in that plan. Also, we have to be realistic about financial constraints. We can't assume revenue coming from new sources, but we can assume tax revenues continuing to come from current sources.

Is there a specific area within South and Central Kitsap that you foresee experiencing the most growth?

We don't project those demographics - we use population and employment projections from the Puget Sound Regional Council. Kitsap is in the process of revising their population projections upward.

What is the earliest possible time frame on a Southworth-downtown Seattle?

We would need an expanded Colman Dock first; the most likely earliest timeframe is 2012-2013.

Do projected growth numbers take into account shifting traffic patterns from different service options?

We start with a baseline demand, which does not take shifting traffic patterns into account. Then we analyze different alternatives that take a wide variety of possibilities into account and compare them.

Why is there no consideration of purchasing Super class vessels on the Bremerton run as a next purchase?

They are more expensive, and there won't be a pressing need for that size (assuming 3 boats on Bremerton) until 2020-2030, when boats start to retire.

What is the earliest possible time for a third boat on Bremerton?

Again, we won't be sure until we model our entire plan through 2030 and work backwards.

What do you see happening with private POF operators?

We don't know exactly what will happen to private operators, but it could affect our demand. If private operators were to go away, increased passenger demand would drive capacity problems sooner. If private operators expand, that could delay the need for additional capacity.

Could you discount non-peak trips the way they do in San Francisco?

Is there any possibility that WSF will get back into the POF business in Bremerton?

We have not heard any discussion about getting back into POF on Bremerton, it is not on the radar screen for the state to get back into the POF business there.

Could you charge by the foot to encourage smaller cars, leading to more vehicles fitting on a ferry?

Growth in the size of vehicles has changed capacity challenges. We would need large-scale changes in fare collection technology to electronically measure the exact size of all cars. Using humans to measure would slow down the process and lead to too many arguments (those arguments already happen in the current system).

Since there is talk of re-doing the Alaska Way Viaduct, what is being discussed to make Colman Dock entry more efficient? Also, Bainbridge traffic and Bremerton traffic should be split into different lanes.

Colman Dock renovations are still in the conceptual phase. Please visit the website of that project to



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add comments.

How many people go in and out of Colman Dock each day?

Approximately 25,000.

Will there ever be more than two King County buses at Colman?

Discussion ensues: One member of public spoke about the challenge of connecting from the ferry to King County Metro transit service. He described how the bus schedules do not align well with the ferry. Another member asked about Kitsap Transit running some buses in Seattle.

It has been tried and was met with negative reactions from Kitsap residents who felt that any additional bus capacity should be in Kitsap County. In the long-term, the need for good transit connections on both sides is paramount. WSF is trying to include the City of Seattle, Kitsap, and Metro in all discussions.

Will the job growth forecasts in Kitsap lead to a reverse commute?

Difficult to predict, but that would be ideal from a transportation planning point of view.

Comment: Because there is so much construction in Seattle and east (Alaskan Way, light rail, monorail), stability for jobs will move West, and so will the people.

Comment: Housing in Kitsap is the only affordable option left, so more people will move definitely move west.

I want to pin you down on dates - when would a third boat be added to Bremerton? After Seattle-Southworth (which means post 2012-13)?

We're working on sequencing, and it's not written in stone that Seattle-Southworth must happen before adding Bremerton service. However, Colman Dock does need to be expanded before a third boat could be added.

Why can't we add a third boat already since we have three slips on Colman but are only using two?

WSF feels strongly about having redundancy for reliability and maintenance purposes.

Has Pier 48 been considered?

It has been - but it is structurally unsafe and has been condemned. WSF is considering the option of tearing it down, and expanding Colman Dock.

Comment: We need POF service reliability, so unless the state can promise 20-30 years of POF service, they ought to stay out of the business.

Why does WSF require such high farebox recovery?

It is an ongoing concern to establish equity among different areas in terms of balancing what is paid in (in terms of taxes) and what is received (in terms of transportation services). WSF faces significant challenges post I-695, which WSF has been working to manage. For example, WSF has been recently successful in securing federal funding. In fact, 20% of WSF's budget for capital comes from federal funding.

Meeting #7:

Downtown Seattle

Tuesday June 28, 2005

12 – 1 pm

In June 2005, the Washington State Ferries (WSF) hosted nine public meetings to discuss WSF's Long-Range Strategic Plan (LRSP). The meetings were the first of two public outreach phases concerning the Plan. The goal of these Phase One meetings was to discuss LRSP progress, key issues, strategic questions, and tradeoffs by service area as an input to the Draft Plan. In Phase Two, WSF will ask the public for comment on the Draft Plan.

WSF hosted the seventh public meeting on June 28th in the Puget Sound Regional Council's Boardroom in downtown Seattle. Seventeen members of the public and the press attended.

The meeting was advertised on the Bremerton and Bainbridge Island ferry routes and in the applicable terminals as well as in the following local newspapers: the *Kitsap Sun*, the *Seattle Weekly*, the *Puget Sound Business Journal*, the *West Seattle Herald*, and the *Daily Journal of Commerce*. WSF also alerted the public through its customer service e-mail distribution list.

The meeting began with a presentation Ray Deardorf, WSF Planning Director, concerning choices applicable to downtown Seattle-specific information regarding growth in demand and capital improvement and service choices applicable downtown Seattle issues and riders. At the conclusion of the presentation, the floor was opened to public comment and questions, which are listed below.

Comments in the downtown Seattle meeting focused on landside traffic issues on the Islands, the Olympic Peninsula, and in downtown Seattle. Meeting participants expressed concern that WSF was not communicating with the Washington Department of Transportation (WSDOT) effectively or at all. Other concerns about traffic and transit included the impact of a NASCAR Speedway possibly moving to the Olympic Peninsula and the connections with Metro bus service. Meeting participants also asked about terminal upgrades and issues at Colman Dock, Fauntleroy, and on Bainbridge Island. Attendees also expressed concern about loading patterns and capacity issues, as well as the overall feasibility of the planned improvement projects.

Public Questions and Comments

With an expansion of car hold area on Bainbridge - where would the expansion take place? There are apartment buildings there.

The dock would be widened. Now it is wide and then narrows out - it would be pushed out.

What about environmental impact?

We are currently studying it.

Would the public have a say in enclosing the solariums? Some people like the fresh air, especially in the summer.

If chosen as an option, it would go through design process which would include public involvement.

I read in the Bainbridge Review that the terminal plan would include new food options at Bainbridge terminal. Has that been decided? What kind of food options will that be? We would like to keep out fast food chains. We have coffee shops and grocery stores, and NO fast food. We really don't want the

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terminal to be transformed into a fast food court as in Seattle.

The plan is in the very beginning stages. The master planning project of the Bainbridge terminal is what to focus on. I will help get you involved on that – please see me after the meeting.

Increased vehicle traffic puts pressure on terminals, but if you remove it - you lose revenue. What is the greater concern for WSF - to keep/increase revenue or decrease congestion?

We are already assuming there would be shift from vehicles to passengers. We are sometimes being questioned about our assumptions on vehicles being too low. If you have to add more capacity – there would be additional cost to the system. There is no emphasis on accommodating vehicles more than passengers. Currently the passengers provide additional revenue on passenger-vehicle boats. But foot passenger numbers are increasing – therefore we need to accommodate both.

Would turning vehicle passengers to foot passengers be bad for WSF?

No - we are counting on it.

What is the breakdown of vehicle destination (by %)?

The further south - the easier it is to drive around. On the Bainbridge and Bremerton routes - from CBD most people are walking. It's those areas that are not walkable where people travel by car.

You haven't mentioned Kingston - Seattle POF. What is the impact so far?

Current service is expensive. There is no change in Bainbridge traffic related to that service so far. Present service is a couple of times in the morning and evening. If that service is to be expanded and have better a fare structure, then it can forestall our plans for Bainbridge POF. As things become clearer – we will refine our thoughts.

The work you are doing - what is the relationship to the Washington Department of Transportation (WSDOT)? Hwy 305, etc. What is the relationship with other capital projects in the region?

The City of Seattle and WSF working together to solve the traffic problems in the city. No easy answers. Many discussions.

What don't WSDOT and WSF do it together and figure out the way to most effectively move people in all directions?

There has been a lot of work done on Hwy 305.

If the Island wants to be gentrified - we would have to give in on some Ferry issues, and we need to look long-term. So how is that going to happen?

We work with DOT on plan development, but the guiding force on Hwy 305 has been the recent transportation study which didn't focus on adding capacity.

A third vehicle for Kingston, how does it tie in to the Edmonds terminal? And the Seattle - Vashon POF boat – there is talk of taking it away. What is happening?

That was a part of the 10-yr passenger-only ferry plan. The Legislature is divided on what role the State should have in providing POF service. An 18-member task force will help further to resolve the conflict there is a report due by Nov 30, 2005.

What impact would that report have on the LRSP?

Funding for POF service would come out of that recommendation or not. We would still need to do something by 2015 because the demand will be so great. We might have to add another POF to Southworth.

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How do you accommodate vanpools and carpools? Starbucks has grown to 3,000 people, including a lot of commuters from the south/central sound. There are no assurances for vanpools to be on boats. Why? If we had more vanpools to move people, that would solve some issues. Will there be any changes?

Van pools are capped on the Fauntleroy routes because capacity is limited.

The problem with preferential loading on Bainbridge. Please solve this.

Terminals come with constraints. Our desire would be to provide adequate vanpool holding areas, but we are physically constricted in many places.

What about NASCAR?

There is no forecasting on impacts of that project yet. If NASCAR buses people to the ferry dock it may be possible. Plenty of passenger space on Bainbridge route on weekends. May have foreshadow when the Hood Canal is closed in the summer for a few days because of construction and people will be forced to take ferries across.

I noticed in page 3 of the packet about Fauntleroy that expanding the terminal is not possible according to the City - why?

It's a neighborhood issue, expanding in the neighborhood is not an option.

Are there any prospects with the Colman Dock reconstruction to coordinate with Metro Transit?

We are looking at different options. Bringing transit on Western Ave is one of them. Key goal of project is to become more passenger-friendly in Seattle. Colman Dock is very close to monorail and light rail. Hard to think that major transit routes will be rerouted to Colman. But maybe making the street car more frequent would help move people to other routes. We are looking at many options.

It is too much for people going to the airport: too many modes of transportation to switch to get there. We need to fine-tune all the transportation together. Connect to Sea-Tac easier. Get the passengers on the buses. The Viaduct is an opportunity.

We are looking at moving more passengers through downtown Seattle. We can't bring it all to Colman Dock, but we can encourage people around it. We have to look at First Ave and monorail; multiple opportunities to move people rather than all in one spot.

You talked about financing. The bus is spreading the rates: low - off-peak hours, high - during peak hours. Have you looked at that for the Ferry System? The rate structure can be used to shift demand.

We've been wrestling with that. With the electronic fare system we might be able to do more variable pricing.

Meeting #8:

Vashon Island

Tuesday June 29, 2005

6:30 – 8 pm

In June 2005, the Washington State Ferries (WSF) hosted nine public meetings to discuss WSF's Long-Range Strategic Plan (LRSP). The meetings were the first of two public outreach phases concerning the Plan. The goal of these Phase One meetings was to discuss LRSP progress, key issues,

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strategic questions, and tradeoffs by service area as an input to the Draft Plan. In Phase Two, WSF will ask the public for comment on the Draft Plan.

WSF hosted the eighth public meeting on June 29th in McMurray Elementary School. In addition to three WSF representatives, 15 members of the public and the press attended.

The meeting was advertised on all the Fauntleroy routes and in the applicable terminals as well as in the following local newspapers: the *Vashon Beachcomber*, the *Puget Sound Business Journal*, and the *Daily Journal of Commerce*. WSF also alerted the public through its customer service e-mail distribution list.

The meeting began with a presentation Ray Deardorf, WSF Planning Director, concerning South Sound Corridor specific information regarding growth in demand and capital improvement and service choices as they apply to Vashon. At the conclusion of the presentation, the floor was opened to public comment and questions, which are listed below.

Comments at the Vashon meeting focused on the implications of potentially shifting Southworth ridership to downtown Seattle. Initially many meeting participants believed WSF wanted to send both Vashon and Southworth traffic to downtown Seattle, participants commended WSF for not planning to move Vashon service from Fauntleroy. Other concerns expressed at the Vashon meeting included the rising cost of fares; the implications of repealing the gas tax approved by the Legislature; intermodal connections at Fauntleroy; and the changes in vessels for both the Vashon and Tahlequah routes.

Public Questions and Comments

The most foolish thing you can do is run the traffic to downtown Seattle. There is already too much traffic and an earthquake will be disastrous. The ferry should dock at Alki or Lincoln Park. There used to be a landing there. There were more boats running and there was less traffic. Piling them together is not a good idea.

WSF is not planning to run Vashon traffic to downtown Seattle.

Reading about WSF's key constraints, Fauntleroy is at capacity. Most of the Vashon riders don't go downtown Seattle. I shop at Southcenter. The problem at Fauntleroy is that people in power don't want ferries to run there. You could get more parking. When I came here, they said we were going to have a bridge. But it was the pressure from the people in that area that killed that. I think that many important people in the government are against the Fauntleroy dock expansion.

Again, WSF is not planning to run Vashon traffic to downtown Seattle. Also, Seattle has indicated that there will not be any expansion at Fauntleroy dock because the neighborhood does not want more expansion. Also, WSF would need a shoreline permit from the City to expand. The current facility will remain, and, we need to know what ridership demands will be and how, without expanding Fauntleroy, WSF can accommodate those demands. We have taken population growth into account and have found that the route will grow substantially more than Fauntleroy can handle.

Why have you not pursued expansion at Fauntleroy?

We have discussed the possibilities with the City and the neighborhood, and they are not interested.

What happened for the money appropriated for the second slip?

No money was appropriated.

Is the Hiyu large enough to accommodate us?

The Pt. Defiance-Tahlequah route will grow about 20% over the next years. The new vessels will shift some older boats to that route, replacing the old boats on the Tahlequah route. We have to make assumptions about farebox revenue and tax supplements, laying out a set of improvements that fit within a reasonable revenue stream. If you split the route out you would want to wait until Colman Dock had been redeveloped. That is not likely to happen until 2012.

Years ago there were tolls on the Hood Canal floating bridge. The politicians saw that those came off, but our ferry rates keep going up and up.

There are already plans for more tolls landside on highways, particularly on the Tacoma-Narrows Bridge.

But they will stop collecting those tolls before they pay off the projects?

There are already pilot projects, for example, collecting tolls on SR-167. In general, we believe you'll see more tolling on landside facilities.

Is there still a goal of 100% farebox recovery?

The safest thing to say is we don't have clear direction from the last legislative session. Moving away from 100% farebox recovery is being considered after this year's Tariff cycle. It is under consideration because the Legislature is listening to the riders.

The new vessels being built, will they be finished by the time Colman Dock and the Alaskan Way Viaduct projects are finished?

Yes, slightly ahead of Colman Dock's completion.

Is it safe to assume that our schedule would be similar?

Your schedule would look like the Mukilteo-Clinton route, on a half hour schedule. This will actually work very well with the King County Metro bus schedule.

A boat every half hour, best case scenario, when will this happen?

Around 10 years, maybe less. It is dependent on the Colman Dock expansion project.

If we reach the capacity limits for Fauntleroy how will the overall capacity for Vashon increase?

It does provide enough capacity because Vashon riders will not be sharing boats with Southworth riders. The route will be similar to the Mukilteo-Clinton route which carries about 2 million riders annually.

Is that a bigger boat? Vashon should have the 230 boats.

The route could start with a 100-car and a 130-car and then bump to two 130-car vessels. Fauntleroy cannot process more than that.

If we split the routes would the availability of an emergency boat increase or decrease?

It would stay about the same.

This sounds better for Vashon and Fauntleroy. But what about Southworth? Is that going to fly



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politically as far as Southworth accepting this?

According to our ridership surveys, this would actually decrease travel time for the average Southworth rider. We went to a meeting in Southworth earlier this month, and they were accepting. We will also go back to Southworth when we have finished the Draft Plan. Southworth riders will have plenty of time to comment.

This may put pressure on building a bridge to Rich Passage from to Bainbridge.

Bainbridge Island residents would not likely accepting of a bridge. They feel the same way about bridges as Vashon. We are looking at solving some of the capacity issues on the Bainbridge route by adding capacity to the Edmonds-Kingston route.

Is there a possibility that the big scheduling gap on the Pt. Defiance-Tahlequah could be addressed?

That is a legislative issue, WSF would need approval. It is always a possibility, a number of routes have seen schedule changes.

I have a schedule problem: I find it difficult to make the 10:15, we always arrive at 10:20.

Unfortunately, even if you were on time, that boat is overloaded already. WSF planners have been working on that issue. FAC members have also requested changes to the vessel used on that run.

Even if the boat had more capacity, we still can't make it to the boat. Is there any possibility of making the 10:15 a 10:30?

It would solve one problem, but not the capacity issue.

What happens if the gas tax is repealed?

WSF got funding for capital projects, including a rebuild of the Bainbridge terminal, improvements to passenger and bike mobility, funds for Fauntleroy preservation, and for the Keystone terminal. However, WSF received no money for operational funding. Nonetheless, without gas tax funding, it would put a strain on WSF's budget.

Are there plans for repositioning the Pt. Defiance terminal?

WSF doesn't have the funding, though we did do a feasibility study.

Was Tacoma MetroParks asking that WSF move the terminal and assume costs, and if so, what leverage did they have?

They asked for a study, but there is no funding for such a change.

If the traffic to Fauntleroy keeps increasing before Southworth traffic shifts downtown Seattle what will happen?

A new Issaquah-class ferry will replace the Evergreen-class boat.

As a long-time Vashon resident I want to commend you for keeping the Fauntleroy boat and the shuttle. It is important.

We worked hard on the origin and destination survey and it helped to influence that decision.

I have lived on Vashon 47 and years I have heard the idea of closing Fauntleroy many times. I'm glad you are not planning to move service from Fauntleroy.

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In my opinion, if Southworth is OK, this is as good a solution as we could hope for.

At a public meeting earlier this month, we met with the Southworth riders and we didn't hear any significant opposition. This is the most feasible option, but remember it is not a proposal.

It will hurt some people on Southworth.

More than half of Southworth riders would have a shorter ride. Southworth is not much more crossing time then stopping at Vashon. Shifting terminals will not change the average trip significantly.

If this were implemented would there be no backing onto ferries?

Yes.

In the short-term, people needed better connections between Metro and ferries for pedestrian traffic. I think we saw more people would use the passenger-only ferry if there was good bus service. Has WSF engaged in any dialogue with Metro on this issue? Many years ago there was an informal survey in a UW transportation class that demonstrated that a through bus moved more passengers per mile per gallon. But there is no connection plan.

Metro finds it expensive to take buses on the ferry. It requires paying a driver for the boat ride, one round trip. This sounds like something that we could work together on.

Do the ferries charge buses?

It costs \$10 for a permit each year.

Is anyone looking at the price of gasoline on Vashon?

According to an article published in the *Beachcomber*, the price of chartering a ferry is not the primary reason gas is more expensive on Vashon.

What is WSF doing to help our small business on the Island? In doing our business survey we saw how much our businesses are impacted by transportation, how is WSF working with other government bodies to promote small business?

This is a really complex issue. Perhaps Washington Department of Transportation (WSDOT) report to the Governor will be helpful on this issue.

Meeting #9:

Fauntleroy Neighborhood, Seattle

Thursday June 30, 2005

6 – 7 pm

In June 2005, the Washington State Ferries (WSF) hosted nine public meetings to discuss WSF's Long-Range Strategic Plan (LRSP). The meetings were the first of two public outreach phases concerning the Plan. The goal of these Phase One meetings was to discuss LRSP progress, key issues, strategic questions, and tradeoffs by service area as an input to the Draft Plan. In Phase Two, WSF will ask the public for comment on the Draft Plan.

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WSF hosted the final Phase One public meeting on June 30th at the Hall at Fauntleroy. Twenty-four members of the public and the press attended.

The meeting was advertised on all the Fauntleroy routes and in the applicable terminals as well as in the following local newspapers: the *West Seattle Herald*, the *Puget Sound Business Journal*, the *Daily Journal of Commerce*, and the *Seattle Weekly*. WSF also alerted the public through the customer service e-mail distribution list.

The meeting began with a presentation from Ray Deardorf, WSF Planning Director, concerning service choices that apply to the Central and South Sound Corridor specific information regarding growth in demand and capital improvement and service choices they apply to Fauntleroy. At the conclusion of the presentation, the floor was opened to public comment and questions, which are listed below.

The major concerns of the Fauntleroy public were landside issues surrounding the terminal. Comments ranged from WSF's role in traffic control to environmental and other landside impacts with terminal improvements to all the possibilities for Vashon service. Meeting participants were also concerned with operating and capital costs of Fauntleroy ferry service.

Public Questions and Comments

Would larger boats on the Fauntleroy-Vashon route improve service?

The route is so short in length that a larger vessel would cause load/offload time increases high enough to offset benefits. Passengers would end up simply staying on the dock longer.

Did your study of the option to re-route the Vashon route to downtown take traffic into consideration?

Yes, we determined how many trips would have a shorter vs. longer total trip time, including driving. This analysis showed that re-directing to downtown saves time for a majority of Southworth riders, but only a minority of Vashon riders.

A previous study indicated that 80-85% of Vashon traffic travels north.

It's closer to 60-65%.

How much more expensive would it be to provide service between Vashon and downtown?

A 2-boat service would require bigger (and more expensive) boats to operate on that route. Also, because of more evening traffic and a long cycle length, we would have to run a second boat longer into the evening.

Where are you getting data about where Vashon people are going?

From our origin/destination surveys, done in 1999 and updated in 2003 and 2004.

Where can that be found?

On the WSF web site.

Will the 9.5 cent gas tax get WSF back to pre-I-695 funding levels?

No, but it will be helpful. The latest proposal in Olympia provides money for expansion of the Bainbridge terminal, a fifth new boat, and dock improvements at Pt Townsend.

As more cars go from Vashon to Seattle over time, what percentage of people would get out of their vehicles?

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We predict that that shift will be small.

Is WSF able to do anything about chaos that results from ferry traffic, e.g. funding lights at crosswalks at Froy so pedestrians can actually use them?

We'll have to work with the City on that, as well as evaluate any plan to see if it would result in higher or lower impacts to the Fauntleroy neighborhood compared to today.

Is there an initiative in the works to negate the gas tax? What effect would that have?

We don't know what the exact impact would be, although clearly any reduction in state transportation funding would put pressure on all construction and operations in the state, including the Ferry System.

Could you elaborate on the upgrade in the works for the Fauntleroy terminal?

No upgrade is planned. A replacement of the wood piers with concrete ones is expected for 2013-2015. This will happen at all the terminals.

So we can expect at least 8 more years with the existing piers?

Yes, that's about right.

Is any kind of environmental review part of the Long Range Planning process?

The Plan documents traffic impacts, but specific environmental reviews are usually tied to specific projects.

Is ferry service responsible for traffic congestion at Fauntleroy? It's like the Indy 500 out there – why isn't WSF doing more?

WSF has worked with the City on crosswalks. We're also working with the Vashon community concerning motorcycles.

Could you look at a passenger-only ferry route from Vashon to Des Moines, which is a destination for many Boeing workers, as a safety valve? It seems worth at least a paper study.

The State was going to get out of POF business, but recently looked at using it to relieve congestion at Fauntleroy. The Legislature didn't fund that this year, and will look at Triangle POF service again later. The debate concerns public vs. private operators. The Discovery Institute looking at mosquito fleet-style POF boats up and down Puget Sound.

Isn't the current pattern of Vashon riders' destinations partly a result of WSF having created a market, just by serving Fauntleroy?

The Vashon community has been doing its own thorough surveying and documentation, showing a longstanding cultural and commercial connection between Vashon and West Seattle.

Has the Ferry System looked at the impact of Alaskan Way Viaduct construction traffic on access from West Seattle to downtown?

That traffic is being considered as part of the City's planning process. Also, realize that volumes through Fauntleroy are projected to be lower in 2030 with Southworth service to downtown than they are today.

Will people on Vashon have an opportunity to ride to Southworth and transfer so they can go into



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Seattle?

I expect that would be a very lengthy run for them – their time and cost would be saved by going the other way.

What are your thoughts about providing Fauntleroy relief in the interim, before these plans would take effect?

It would be unwise to change routes before the facilities are in place to handle them, e.g. by re-directing Southworth service before Colman Dock is ready. The earliest timeframe for completing the new Colman Dock would be 2012-2013.

How can you write a strategic plan without documentation of how you'll work with city and police on mitigation at Fauntleroy?

What plans are there to accommodate both Colman Dock construction and Viaduct construction?

The timing of those two projects may overlap, which would be to our advantage: all the construction would happen at one time. Colman Dock will be one of the few places you'll be able to get to during construction, especially if you are on foot. It will be a difficult situation for car traffic, but we think it's possible to handle.

So we're looking at 8 years of traffic impacts and environmental impacts with no change. WSF should plan on mitigation between now and then. I respect process and modeling and data and the direction WSF is taking – but a lot of bad can happen in 8 years. Many point to WSF as the culprit.

We'll have to keep working with the City.

So you are working with the City?

We have been for years.

What's currently happening at Fauntleroy?

A few years ago there was a joint project for crosswalks. Some improvements were put in, including signs and a queueing lane.

Gary Dawson (FAC Chair): At the north end of Fauntleroy, residents were being inundated by ferry traffic. It took 3 years and initiative by this community to get those improvements, and that's what new improvements will require.

It hasn't been easy, though. We've documented problems and taken them to the City, but not a lot gets done. Citizens are required to do a job that should be done by someone else, e.g. in our current efforts to get a crosswalk by the wading pool. This isn't our traffic, and these changes shouldn't be our responsibility.

I'm concerned that there's no plan to provide service from Vashon to downtown. Still concerned there's no plan from Vashon to downtown. Give Vashon a boat, take one off the Bremerton route once in the morning and in the afternoon. Passenger-only service is going away, and more people want to go to downtown from Vashon than from Bremerton. If there is no progress, I'll vote for service cuts and higher fares to keep traffic down.

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Couldn't car ferries be dedicated to foot traffic only?

We're already forecasting a shift to the walk-on mode, but there will still be growth in vehicles. If we do nothing, we'll have vehicle back-ups here in the 2-3 hour range, on a daily basis.

What about splitting Vashon sailings between Fauntleroy and downtown?

The wait between trips to downtown would be so long as to make the service unattractive. People would still pile on to the Fauntleroy sailings.

How about having 2 or 3 boats serving Vashon-Seattle?

Operating costs would balloon, and the long cycle time would prevent that service from drawing much traffic.

Has any action been taken to encourage carpooling?

There are significant incentives in place. Preregistered carpools get priority loading during peak periods, and vanpools get priority loading plus free passage for the vehicle. These policies are only effective with large staging areas, however, and space is very constrained at Fauntleroy. There's effectively a lid on pools here, because to dedicate more dock space to them would add more queuing to the street.

What's included in the operating cost estimates?

Fuel, labor, maintenance, and managerial costs that are applied systemwide. Capital costs are separate.

You seem to have some pretty healthy capital expenses, which would distort the analysis.

Actually, that's true on all routes.

Will there be no way for a Southworth rider to transfer at Vashon and not have to go downtown?

We would have to explore that.

If Fauntleroy were closed, how much money would WSF lose per year?

Operating costs would be significantly higher in the system.

I know the reason you're here is to listen to us and explore new ideas, but you should be more open to the brainstorming process. Come and listen to our service ideas, rather than shooting them down.

Why do we have to wait to 2013 to get something going at Colman Dock?

There's simply a long process for design, permitting (including 3-4 years for environmental review), and construction (phased over 4 years). There's also a need to match the construction schedule with the times when cash will be available.

